

## LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

---

This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, the conditions provided apply only to the preliminary plat.

**P.A.S.:** Preliminary Plat #01014 - Parker's Landing      **DATE:** November 2, 2001  
Change of Zone #3337 - From AGR, Agricultural Residential to R-1 and R-3, Residential

**PROPOSAL:** To change the zone from AGR, Agricultural Residential to R-1 and R-3, Residential and to plat 115 residential lots and two outlots.

**WAIVER REQUEST:** An exception to the Design Standards to allow sanitary sewer to flow opposite street grades.

**LAND AREA:** Approximately 44.58 acres.

**CONCLUSION:** With conditions, the plat is in substantial conformance with the Subdivision Ordinance, Design Standards and Comprehensive Plan. Deviations from the Design Standards are satisfactory as proposed.

<b><u>RECOMMENDATION:</u></b>	Preliminary Plat #01014	Conditional Approval
	Change of Zone #3337	Approval
	Waiver to Design Standards	Approval

### **GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** Attached.

**LOCATION:** Generally located at S. 80<sup>th</sup> Street midway between Pine Lake and Old Cheney Roads.

**APPLICANT:** Patrick Mooberry  
Home Real Estate  
225 N. Cotner Blvd., Suite 101  
Lincoln, NE 68505

<b><u>OWNERS:</u></b>	Patrick Mooberry Home Real Estate 225 N. Cotner Blvd., Suite 101 Lincoln, NE 68505	City Of Lincoln 555 South 10 <sup>th</sup> Street Lincoln, NE 68508
-----------------------	---	---

**CONTACT:** Todd Lorenz  
Olsson Associates  
1111 Lincoln Mall  
Lincoln, NE 68508

**EXISTING ZONING:** AGR, Agricultural Residential

**EXISTING LAND USE:** Undeveloped and Phares Park

**SURROUNDING LAND USE AND ZONING:**

North:	Residential	R-3 Residential
South:	Residential and Undeveloped	AGR Agricultural Residential
East:	Church	AGR Agricultural Residential
West:	Residential	R-1, Residential

**COMPREHENSIVE PLAN SPECIFICATIONS:** The area is shown as Urban Residential in the Comprehensive Plan (page 39). All streets are public and classified as local streets in the Comprehensive Plan Street and Road Classification (Page 91).

**HISTORY:** MISC#96028 - Accepted the dedication of land for Phares Park in **July, 1996**. However, the dedication did not follow existing lot lines, and it was determined that the inconsistency with the lot lines and ownership did not need to be corrected at that time but when surrounding lands were platted.

SP#1607 - Approved Edenton South 1<sup>st</sup> Addition CUP in **July, 1996**. The developer agreed to dedicate parkland off-site to provide for a neighborhood park in exchange for a waiver to the required recreation plan associated with the CUP located at South 70<sup>th</sup> Street and Old Cheney Road.

FP#96027 - Approved in **July, 1996**, Stevens Ridge First Addition created three lots and dedicated Doecreek Circle as a cul-de-sac.

PP#96004 - Approved in **May, 1996**, the preliminary plat of Stevens Ridge Estates 1<sup>st</sup> Addition revised the street layout created by the Stevens Ridge Estates final plat, and now showed Doecreek Drive as a cul-de-sac and Ashbrook Circle as a thru-street to the south boundary of the plat.

The area was zoned A-A, Rural and Public Use until it was changed to AGR, Agricultural Residential during the **1979** zoning update.

Stevens Ridge Estates Final Plat - Approved in **1976**, it created Ashbrook Circle as a cul-de-sac, and Doecreek Drive as a thru-street to the south limit of the plat.

**UTILITIES:** The area of the preliminary plat is within Lincoln's future service limit and shall automatically be annexed at the time the area is final platted. City services shall be provided at the time of annexation and final platting.

**TOPOGRAPHY:** Sloping to the southwest.

**TRAFFIC ANALYSIS:** This development provides for connections with stub streets in the adjacent subdivisions to the north and south. In response to the proposed street layout, the City has received several letters in opposition to this development, many of which express concern over issues relating to traffic and access associated with the proposed street connections.

Currently, there are no north-south through-streets in the area bounded by Old Cheney and Pine Lake Roads, and South 70<sup>th</sup> and 84<sup>th</sup> Streets. It is the intent of the subdivision ordinance by requiring internal street connections to enhance the efficiency of the city's transportation network. These connections allow vehicle and pedestrian traffic flow through and among neighborhoods, and help reduce congestion on collector and arterial streets. No subdivision within a square mile should be isolated from their neighbors. With internal street connections, traffic flows in both directions, and the more street connections there are the better the circulation. Conversely, restricting the number of connections forces the same amount of traffic onto fewer streets, which in turn increases the amount of traffic and traffic congestion on those streets.

The developments adjacent both north and south (Edenton South and Cheney Ridge subdivisions to the north, Pine Lake Addition to the south) were platted with street stubs to provide for street connections at such time that adjacent properties were developed. This plat extends Ashbrook Drive to the south limit of the plat to accommodate future extension, and provides for connections with existing street stubs at South 80<sup>th</sup> Street both north and south of the plat, and with South 81<sup>st</sup> Street to the north.

**PUBLIC SERVICE:** The nearest fire station is Station #6 located at approximately South 48<sup>th</sup> Street and Highway 2 - the rural fire station located at South 77<sup>th</sup> and Pine Lake Road will not provide service to this area after annexation. Future elementary and middle schools have been identified in the area of 98<sup>th</sup> and Pine Lake Road. Maxey Elementary School is located to the north of this area.

**AESTHETIC CONSIDERATIONS:** This development is consistent with the overall residential character of the area and is compatible with the surrounding neighborhoods.

**ANALYSIS:**

1. This is a request for a change of zone from AGR, Agricultural Residential to R-1 and R-3, Residential and a preliminary plat for 115 lots and two outlots.
2. The Comprehensive Plan shows this area as urban residential, and the plat is adjacent to R-3 to the north and R-1 to the west. This request represents infill development that is compatible with surrounding residential subdivisions and is consistent with the Comprehensive Plan.
3. This plat provides logical street connections, consistent with the requirement of the subdivision ordinance, that help reduce congestion on collector and arterial streets and help to increase connectivity and access among neighborhoods. This supports the "One Community" concept described in the Comprehensive Plan that calls for a transportation network that links neighborhoods together, and connects them to activity and employment centers, rural communities, and open lands.
4. The applicant is requesting a modification to design standards to allow a sanitary sewer to flow opposite street grades. The Public Works & Utilities Department does not object to this request. Otherwise, with minor modifications this request complies with the applicable subdivision, zoning and design standard requirements.
5. Phares Park is included in the plat in order to correct inconsistencies that were created in 1996 when the park was dedicated. Currently, the park does not follow the existing lot lines, rather the park ownership follows the existing zoning lines and creates two owners for a single lot. By including the park lot into the preliminary plat, the lot lines can be made consistent with the ownership and zoning lines.
6. The area is within the future service limit and will be annexed at the time of final platting.
7. The developer has indicated he will enter into an agreement with the City releasing the City from financial responsibility for minimum improvements required by the subdivision ordinance.

**PRELIMINARY PLAT CONDITIONS:****Site Specific:**

1. After the subdivider completes the following instructions and submits the documents and plans to the Planning Department, the preliminary plat will be scheduled on the City Council's agenda:

- 1.1 Revise the preliminary plat to:
    - 1.1.1 Remove all references to existing and proposed zoning.
    - 1.1.2 Add a note indicating that the City is not held responsible for any development costs associated with this subdivision.
    - 1.1.3 Correct the legal description and boundary curve data.
    - 1.1.4 Differentiate between lot lines and easement lines and show them in the legend
    - 1.1.5 Correct note #5 to describe easements for use by utilities, and remove references to sidewalks and public streets.
    - 1.1.6 Remove note #14.
    - 1.1.7 Correct the easement line in Lot 3, Block 4.
    - 1.1.8 Indicate the purpose of Outlot A on the lot.
    - 1.1.9 Identify the plant materials indicated in Lot 1, Block 1.
    - 1.1.10 Show the existing Ashbrook Circle with the extension, indicating right-of-way that is to be vacated.
    - 1.1.11 Show the City of Lincoln as the owner of proposed Outlot B.
    - 1.1.12 Show a pedestrian way and sidewalk west from 78<sup>th</sup> Street to the park.
    - 1.1.13 Remove the words "as shown" from Note 8.
  - 1.2 Provide a detailed landscape plan for medians.
  - 1.3 Provide engineering improvements for potential storm runoff from Block 3 into Outlot B.
  - 1.4 The dedicated right-of-way that exists inside this plat for the extension of South 80<sup>th</sup> Street must be identified as such on the final plat.
2. The City Council approves associated request:

- 2.1 Change of Zone #3337 from AGR, Agricultural Residential to R-1 And R-3, Residential.
- 2.2 An exception to the design standards to permit sanitary sewer to flow opposite street grades.

General:

3. Final Plats will be scheduled on the Planning Commission agenda after:
  - 3.1 Streets, sidewalks, public water distribution system, public wastewater collection system, drainage facilities, ornamental street lights, landscape screens, street trees, temporary turnarounds and barricades, street name signs, and permanent survey monuments have been completed or the subdivider has submitted a bond or an approved escrow of security agreement to guarantee their completion.
  - 3.2 An agreement is signed between the City and the Developer indicating that the City is not responsible for any development costs associated with this subdivision.
  - 3.3 A street and alley vacation is completed, vacating the portions of Ashbrook Circle that are not within the right of way of the street extension of Ashbrook Drive.
  - 3.4 The subdivider has signed an agreement that binds the subdivider, its successors and assigns:
    - 3.4.1 To submit to the Director of Public Works an erosion control plan.
    - 3.4.2 To protect the remaining trees on the site during construction and development.
    - 3.4.3 To pay all improvement costs.
    - 3.4.4 To submit to lot buyers and home builders a copy of the soil analysis.
    - 3.4.5 To complete the private improvements shown on the preliminary plat.
    - 3.4.6 To maintain the outlots, private improvements and plants in the islands on a permanent and continuous basis. However, the subdivider may be relieved and discharged of this maintenance obligation upon creating

in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance. The subdivider shall not be relieved of such maintenance obligation until the document or documents creating said property owners association have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

- 3.4.7 To comply with the provisions of the Land Subdivision Ordinance regarding land preparation.

Prepared by:

Brian Will, AICP  
Planner



Area of Application

**Preliminary Plat #01014  
S. 80th & Cheney Ridge  
Parker's Landing**



Photograph Date: 1999

Lincoln City - Lancaster County Planning Dept.





### GENERAL SITE NOTES

1. WASTEWATER EFFLUENT AND RAINFALL LINES TO BE SET BY CITY OF LAURENS RESPECTIVELY.
2. ALL WASTEWATER EFFLUENT LINES TO BE SET BY CITY OF LAURENS RESPECTIVELY.
3. COMMERCIAL LOTTING ALONG ALL PUBLIC STREETS SHALL BE IN ACCORDANCE WITH
4. THE DEVELOPER SHALL BE RESPONSIBLE TO COMPLY WITH THE ZONING ORDINANCES OF THE CITY OF
5. LAURENS, SOUTH CAROLINA. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY
6. PERMITS AND APPROVALS FROM THE CITY OF LAURENS AND THE SOUTH CAROLINA DEPARTMENT OF
7. TRANSPORTATION AND HIGHWAYS TO SUBMIT A DESIGN AND CONSTRUCTION SCHEDULE. THE
8. CITY ENGINEER SHALL BE RESPONSIBLE FOR REVIEWING THE DESIGN AND CONSTRUCTION SCHEDULE.
9. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
10. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
11. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
12. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
13. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
14. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
15. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
16. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
17. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
18. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
19. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.
20. ALL UTILITY LINES SHALL BE APPROPRIATE AND MAY NOT EXCEED 10 FEET.

CENTERLINE CURVE TABLE					
CURVE	RADIUS	DELTA	LENGTH	TANGENT	CHORD
1	500.00	92° 30' 14"	358.7	132.00	253.26
2	500.00	92° 30' 14"	44.36	33.18	44.22
3	306.00	48° 18' 14"	242.27	128.16	213.75
4	800.00	30° 30' 14"	321.09	164.44	315.78
5	800.00	3° 24' 00"	190.51	82.72	190.09
6	150.00	82° 30' 14"	245.18	159.88	218.75
7	800.00	3° 34' 15"	311.64	245.17	311.59
8	500.00	3° 34' 04"	211.54	196.73	311.29
9	169.00	82° 24' 00"	461.26	175.26	461.80
10	500.00	3° 34' 00"	305.90	250.90	313.11

## ENGINEER'S CERTIFICATE

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF INDIANA. THESE PLANS MEET THE REQUIREMENTS OF THE CITY ENGINEER'S OFFICE DESIGN REQUIREMENTS.

10/17/01

**SURVEYOR'S CERTIFICATE**

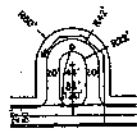
I HEREBY CERTIFY THAT I HAVE CAUSED TO BE SURVEYED THE BOUNDARY OF THE ABOVE PRELIMINARY PLAT AND THAT PERMANENT MEASUREMENTS HAVE BEEN PLACED OR FOUND AT ALL BOUNDARY CORNERS.

October 1944, 2nd ed

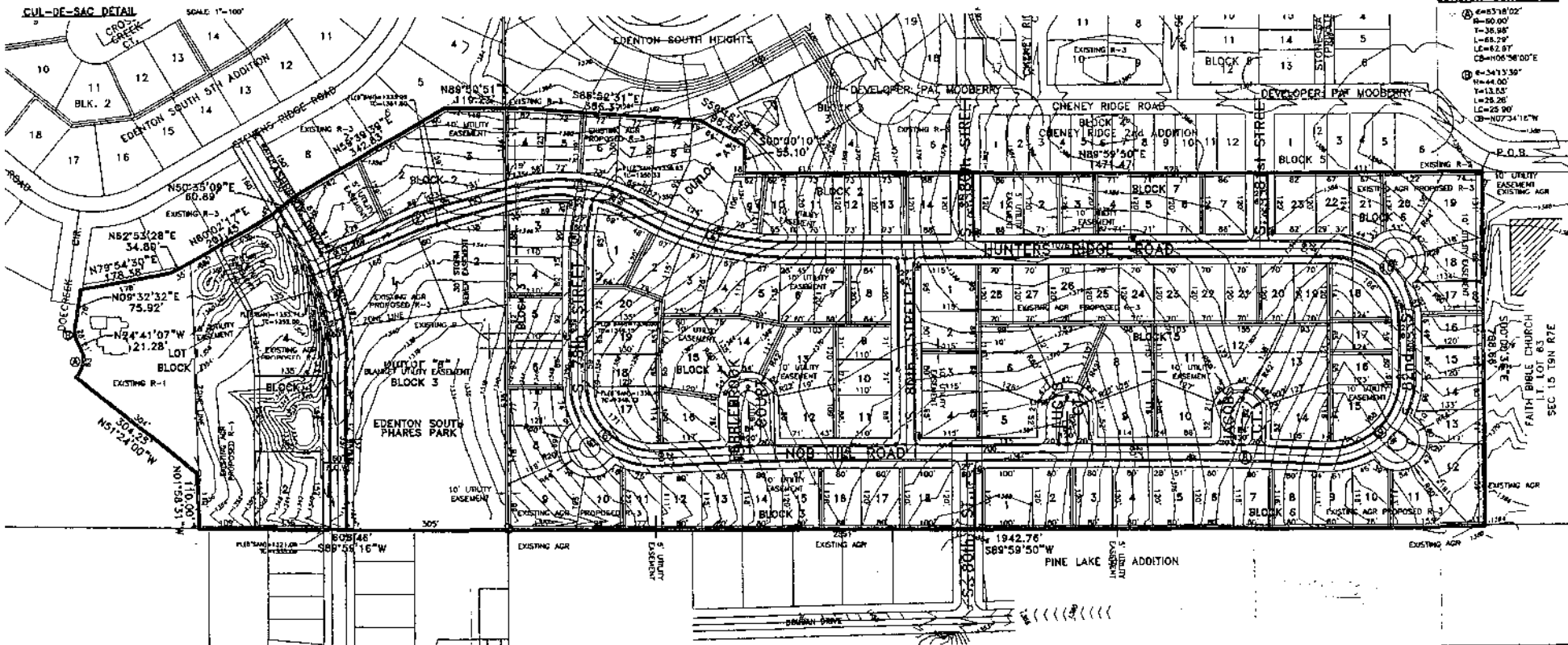
### APPROVAL

THE FOREGOING PROPOSED PLAN WAS APPROVED BY THE LINCOLN CITY COUNCIL ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

Supp. 7 (Criminal) - Substitution of 1978 \_\_\_\_\_



**CUL-DE-SAC DETAIL**



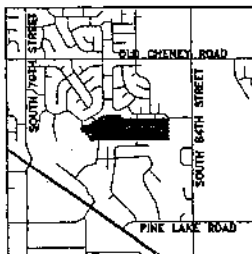
## PARKER'S LANDING

PRELIMINARY PLAT  
SITE PLAN






**ENGINEER & PREPARED**  
OLSSON ASSOCIATES  
1111 LINCOLN HALL  
LINCOLN, NE 68501  
PHONE: 474-8211

OWNER &amp; DEVELOPER

HOME, REAL ESTATE  
PATRICK MOONBERRY  
225 N. COTNER BLVD., SUITE 101  
LINCOLN, NE 68505  
PHONE: (402) 436-3333



### LEGEND

- |   |                         |
|---|-------------------------|
|  | EXISTING WATER MAIN     |
|  | PROPOSED WATER MAIN     |
|  | EXISTING SANITARY SEWER |
|  | PROPOSED SANITARY SEWER |
|  | SANITARY SEWER MANHOLE  |
|  | FIRE HYDRANT            |
|  | WATER VALVE             |

### SECONDARY CURVE DATA

- ④  $\angle = 53^{\circ} 18' 02''$   
 $R = 50.00'$   
 $T = 35.95'$   
 $L = 55.29'$   
 $LC = 62.97'$   
 $CB = 106^{\circ} 38' 00'' E$

CONSULTING ENGINEER  
1111 Lincoln Blvd  
P.O. Box 84508  
Uppsala, ME 05541  
402-474-5111

PARKER'S  
LANDING

**SITE  
PLAN**

LINCOLN  
NEBRASKA  
2001

drawn by: KMF, TWB  
 designed by: YL  
 checked by:  
 approved by: YL  
 project no.: WP-0726  
 drawing no.: 100060  
submittal  
 1st - 08/14/01  
 2nd - 10/18/01



SHEET  
1 OF 6

# Parkers Landing

PP #01014

## LEGAL DESCRIPTION

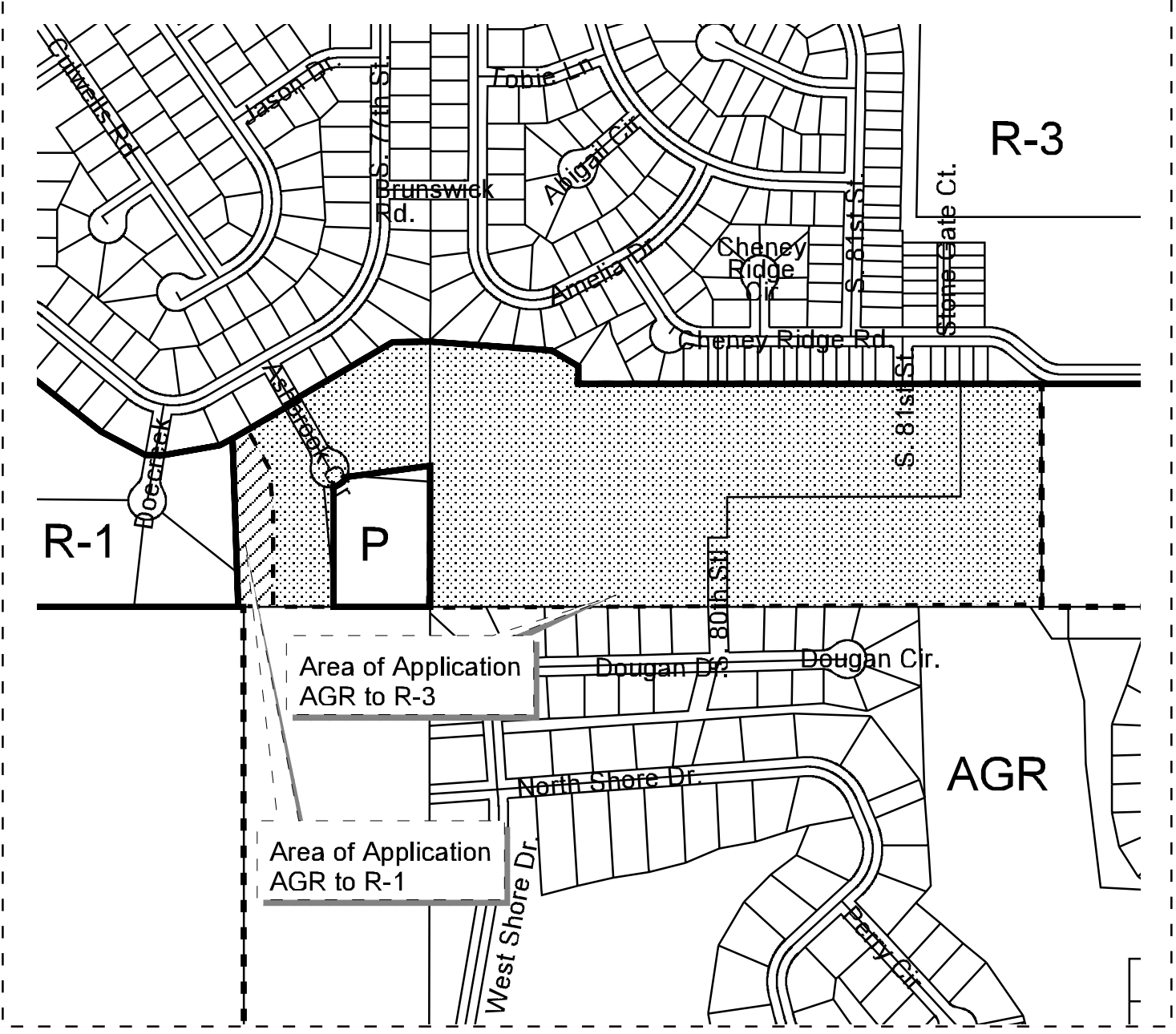
A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF LOT 69 I.T., LOT 62 I.T., LOTS 3 AND 4 BLOCK 3 STEVENS RIDGE ESTATES, LOT 5 EDENTON SOUTH 7<sup>TH</sup> ADDITION, LOT 2 STEVENS RIDGE ESTATES 2<sup>ND</sup> ADDITION, AND A PORTION OF ASHBROOK CIRCLE RIGHT-OF-WAY, A PORTION OF SOUTH 80<sup>TH</sup> STREET RIGHT-OF-WAY, ALL LOCATED IN THE NORTH HALF OF SECTION 15, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6<sup>TH</sup> P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 69 I.T., SAID POINT BEING **THE TRUE POINT OF BEGINNING**, THENCE ON AN ASSUMED BEARING OF SOUTH 00 DEGREES 00 MINUTES 36 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 69 I.T., A DISTANCE OF 708.66 FEET TO THE SOUTHEAST CORNER OF SAID LOT 69 I.T., THENCE SOUTH 89 DEGREES 59 MINUTES 50 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOTS 69 I.T., AND 62 I.T., SAID LINE BEING THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 15, A DISTANCE OF 1942.76 FEET TO THE SOUTHWEST CORNER OF SAID LOT 62 I.T., SAID POINT BEING THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER, THENCE SOUTH 89 DEGREES 59 MINUTES 16 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 3 BLOCK 3 STEVENS RIDGE ESTATES, AND LOT 5 EDENTON SOUTH 7<sup>TH</sup> ADDITION, SAID LINE BEING THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 15, A DISTANCE OF 608.46 FEET TO THE SOUTHWEST CORNER OF SAID LOT 5, THENCE NORTH 01 DEGREES 58 MINUTES 31 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 5, A DISTANCE OF 110.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2 STEVENS RIDGE ESTATES 2<sup>ND</sup> ADDITION, THENCE NORTH 51 DEGREES 24 MINUTES 00 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 2, A DISTANCE OF 304.25 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2, THENCE ALONG A CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A RADIUS OF 60.00 FEET, ARC LENGTH OF 66.29 FEET, DELTA ANGLE OF 63 DEGREES 18 MINUTES 02 SECONDS, A CHORD BEARING OF NORTH 06 DEGREES 56 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 2, SAID LINE BEING THE EAST RIGHT-OF-WAY LINE OF DOECREEK CIRCLE, AND A CHORD LENGTH OF 62.97 FEET TO A POINT OF TANGENCY, THENCE NORTH 24 DEGREES 41 MINUTES 07 SECONDS WEST ALONG WEST LINE OF SAID LOT 2, SAID LINE BEING THE EAST RIGHT-OF-WAY LINE OF DOECREEK CIRCLE, A DISTANCE OF 21.28 FEET TO A POINT OF CURVATURE, THENCE ALONG A CURVE IN A CLOCKWISE DIRECTION HAVING A RADIUS OF 44.00 FEET, ARC LENGTH OF 26.28 FEET, DELTA ANGLE OF 34 DEGREES 39 MINUTES 49 SECONDS, A CHORD BEARING OF NORTH 07 DEGREES 34 MINUTES 17 SECONDS WEST ALONG A WEST LINE OF SAID 2, SAID LINE BEING THE EAST RIGHT-OF-WAY LINE OF DOECREEK CIRCLE, AND A CHORD LENGTH OF 25.90 FEET TO A POINT OF TANGENCY, THENCE NORTH 09 DEGREES 32 MINUTES 32 SECONDS EAST ALONG A WEST LINE OF SAID LOT 2, SAID LINE BEING THE EAST RIGHT-OF-WAY LINE OF DOECREEK CIRCLE, A DISTANCE OF 75.92 FEET TO THE

NORTHWEST CORNER OF SAID LOT 2, THENCE NORTH 79 DEGREES 54 MINUTES 30 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 2, A DISTANCE OF 178.38 FEET TO A NORTH CORNER OF SAID LOT 2, THENCE NORTH 62 DEGREES 53 MINUTES 28 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 2, A DISTANCE OF 34.80 FEET TO A NORTH CORNER OF SAID LOT 2, THENCE NORTH 60 DEGREES 02 MINUTES 17 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 2, AND LOT 5 EDENTON SOUTH 7<sup>TH</sup> ADDITION, A DISTANCE OF 201.45 FEET TO THE NORTHEAST CORNER OF SAID LOT 5, THENCE NORTH 50 DEGREES 35 MINUTES 09 SECONDS EAST, A DISTANCE OF 60.89 FEET TO THE NORTHWEST CORNER OF SAID LOT 4 BLOCK 3 STEVENS RIDGE ESTATES, THENCE NORTH 59 DEGREES 39 MINUTES 39 SECONDS EAST ALONG A NORTHWEST LINE OF SAID LOT 4, A DISTANCE OF 342.83 FEET TO A NORTH CORNER OF SAID LOT 4, THENCE NORTH 89 DEGREES 50 MINUTES 51 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 4, A DISTANCE OF 119.23 FEET TO THE NORTHEAST CORNER OF SAID LOT 4, THENCE SOUTH 85 DEGREES 52 MINUTES 31 SECONDS EAST ALONG A NORTH LINE OF SAID LOT 62 I.T., A DISTANCE OF 386.37 FEET TO A NORTH CORNER OF SAID LOT 62 I.T., THENCE SOUTH 59 DEGREES 16 MINUTES 49 SECONDS EAST ALONG A NORTHEAST LINE OF SAID LOT 62 I.T., A DISTANCE OF 98.48 FEET TO A NORTH CORNER OF SAID LOT 62 I.T., THENCE SOUTH 00 DEGREES 00 MINUTES 10 SECONDS EAST ALONG A EAST LINE OF SAID LOT 62 I.T., A DISTANCE OF 55.10 FEET TO A NORTH CORNER OF SAID LOT 62 I.T., THENCE NORTH 89 DEGREES 59 MINUTES 50 SECONDS EAST ALONG A NORTH LINE OF SAID LOTS 62 I.T., AND 69 I.T., A DISTANCE OF 1471.47 FEET TO THE TRUE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 44.58 ACRES, OR 1,941,893.78 SQUARE FEET MORE OR LESS..

November 9, 2001 (11:19AM)

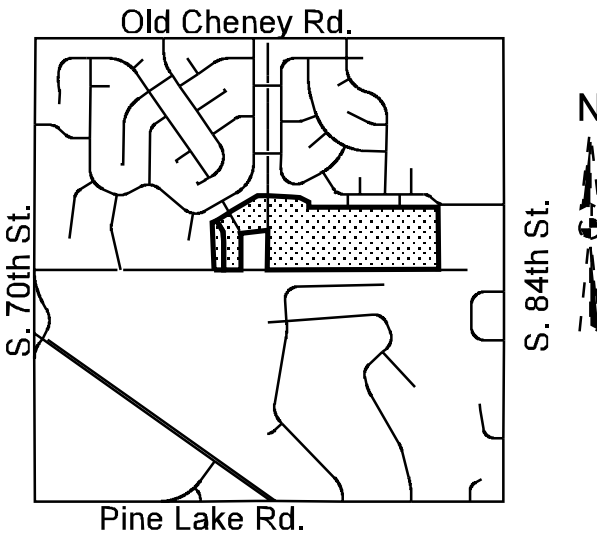
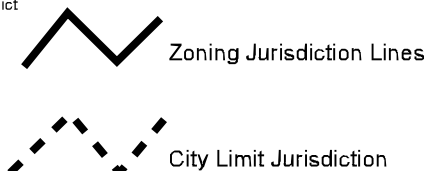
F:\Projects\990729\MIKEJ\NEWREV\PRELIM.L01.wpd



# **Change of Zone #3337** **S. 80th & Cheney Ridge** **Parker's Landing**

- Zoning:**
- R-1 to R-8 Residential District
  - AG Agricultural District
  - AGR Agricultural Residential District
  - R-C Residential Conservation District
  - O-1 Office District
  - O-2 Suburban Office District
  - O-3 Office Park District
  - R-T Residential Transition District
  - B-1 Local Business District
  - B-2 Planned Neighborhood Business District
  - B-3 Commercial District
  - B-4 Lincoln Center Business District
  - B-5 Planned Regional Business District
  - H-1 Interstate Commercial District
  - H-2 Highway Business District
  - H-3 Highway Commercial District
  - H-4 General Commercial District
  - I-1 Industrial District
  - I-2 Industrial Park District
  - I-3 Employment Center District
  - P Public Use District

One Square Mile  
 Sec. 15 T9N R7E



LEGAL DESCRIPTION  
CHANGE OF ZONE  
"FROM AGR TO R-1"

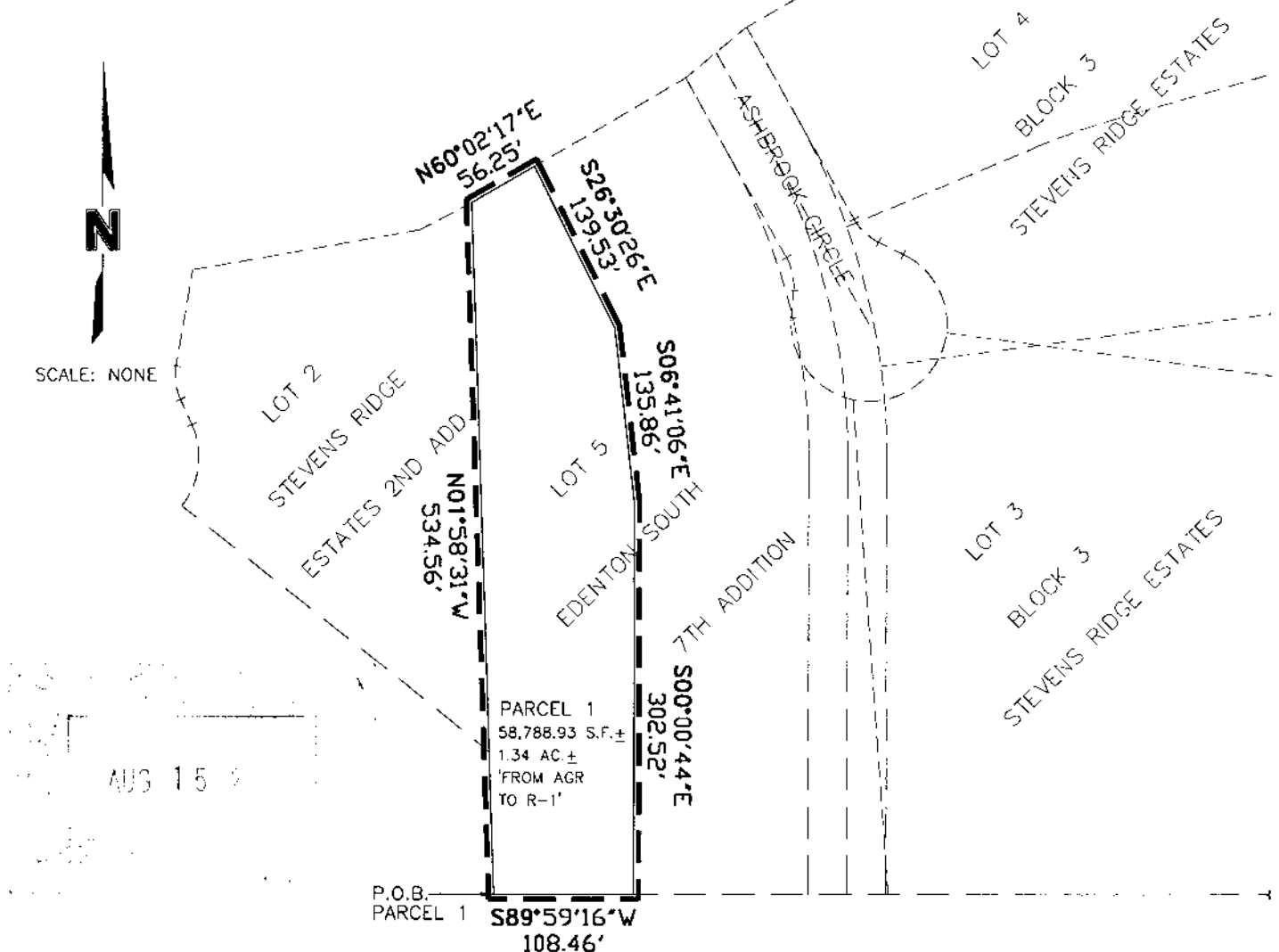
PARCEL #1

A LEGAL DESCRIPTION FOR CHANGE OF ZONE PURPOSES FOR A TRACT OF LAND COMPOSED OF A PORTION OF LOT 5, EDENTON SOUTH 7TH ADDITION, LOCATED IN THE NORTHWEST QUARTER (NW4), OF SECTION 15, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 5, SAID EDENTON SOUTH 7TH ADDITION ; THENCE ON AN ASSUMED BEARING NORTH 01 DEGREES 58 MINUTES 31 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 5, A DISTANCE OF 534.56 FEET TO A POINT OF DEFLECTION; THENCE NORTH 60 DEGREES 02 MINUTES 17 SECONDS EAST ALONG A NORTHWESTERLY LINE OF SAID LOT 5, A DISTANCE OF 56.25 FEET TO A POINT; THENCE SOUTH 26 DEGREES 30 MINUTES 26 SECONDS EAST, A DISTANCE OF 139.53 FEET TO A POINT; THENCE SOUTH 06 DEGREES 41 MINUTES 06 SECONDS EAST, A DISTANCE OF 135.86 FEET TO A POINT; THENCE SOUTH 00 DEGREES 00 MINUTES 44 SECONDS EAST, A DISTANCE OF 302.52 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 5; THENCE SOUTH 89 DEGREES 59 MINUTES 16 SECONDS WEST, A DISTANCE OF 108.46 FEET TO THE TRUE POINT OF BEGINNING.

SAID TRACT CONTAINS A CALCULATED AREA OF 58,788.93 SQUARE FEET OR 1.34 ACRES MORE OR LESS.

July 25, 2001 (2:01PM)  
F:\Projects\990729\MIKE\JP\PARCEL1.LOT1.apd





# Memorandum

---

**To:** Brian Will, Planning  
**From:** Dennis Bartels, Engineering Services  
**Subject:** Parker's Landing Revised Preliminary Plat  
**Date:** October 26, 2001

**cc:** Roger Figard  
Nicole Fleck-Tooze  
Lynn Johnson  
Virendra Singh

Engineering Services has reviewed the revised Parker's Landing Preliminary Plat located west of 84th Street north of the Pine Lake Subdivision and has the following comments:

1. Water - The revised water system as shown is satisfactory.
2. Sanitary Sewer - The sanitary sewer system is satisfactory provided that the offsite sanitary sewer outlet is built as a condition of or ahead of any final plats.

Portions of the sewer serving the plat flow opposite the street grades. This exception to design standards is satisfactory to Public Works.

3. Drainage and Grading - The drainage study and grading plan has been revised per the previous comments in the first review and is satisfactory. The runoff from the subdivision meets design standard requirements for storm water detention. The runoff to Pine Lake is shown to be similar to pre-development conditions.
4. Streets - The plans show the connection of 80th Street in this subdivision south of 80th Street in the Pine Lake subdivision. This street connection is a subdivision ordinance requirement and should continue to be required.
5. General - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system and public storm sewer system has been reviewed to determine if the sizing and general method of providing service is satisfactory. Design consideration including, but not limited to, location of water main bends around curved and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant locations, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connecting storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.



# Memo



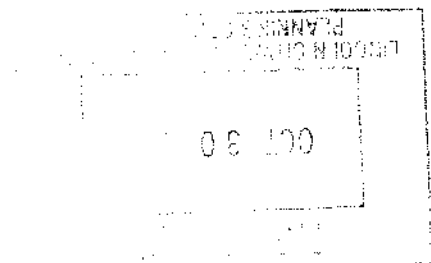
**To: Jason Reynolds, Planning Department**  
**From: Mark Canney, Parks & Recreation** *MC*  
**Date: October 29, 2001**  
**Re: Parker's Landing PP01014 CZ 3337 AGT to P, R-1, R-3**

---

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have compiled the following comments:

1. Future residents to be served by Edenton South Park – additional land area will be required. Currently in the process of working with developer to extend park.
2. Include in notes on drawing that the developer and future home owner's association of the development will be responsible for the maintenance of all islands located throughout the subdivision.
3. A detailed landscape plan for all island beds is required for submittal and review.
- 4. Please provide engineering improvements for the potential storm runoff from Block 3 into 'Outlot B'

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248.



**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT  
INTER-OFFICE COMMUNICATION**

**TO:** Jason Reynolds

**DATE:** 8/24/2001

**DEPARTMENT:** Planning

**FROM:** Chris Schroeder

**ATTENTION:**

**DEPARTMENT:** Health

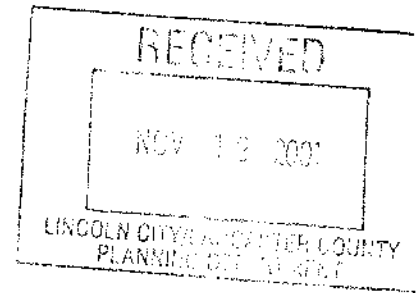
**CARBONS TO:** Bruce Dart, Director  
EH File  
EH Administration

**SUBJECT:** Parker's Landing  
PP #01014

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the preliminary plat for the proposed Parker's Landing with following noted:

- All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.
- During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of vegetable ground cover will also be incorporated as necessary.
- Provisions should be made for retaining as much tree mass as possible. Alternately, the applicant will need to plan for disposal of tree waste by burying on site, grinding, offering for firewood or hauling to the landfill. Permits for open burning of tree waste within the city limits will not be approved and applications for burning within the 3-mile zone are unlikely to be approved.
- Sewage disposal is projected to be the City of Lincoln Municipal system.
- Water supply is projected to be the City of Lincoln Municipal supply.

If you have any questions, please contact me at 441-6272.



November 16, 2001

Planning Department  
Attn: Greg Schwinn, Commissioner  
555 South 10<sup>th</sup>, Room 213  
Lincoln, NE 68502

Re Pine Lake--- Parker's Landing Plat

Dear Mr. Schwinn,

Mr. Pat Mooberry has filed a plat to build a new neighborhood north of my home. As part of his plat a street will be opened into our little neighborhood. We are happy to have new neighbors and have no problem opening up our neighborhood to them. Unfortunately to our south the largest mall in Nebraska is being built as well as Home Depot and another 350,000 square feet of commercial and office space. We believe the most convenient way for our new neighbors (as well as the 400 other residences adjacent to us) to reach all of these new services and stores will be down our streets.

Our streets are narrow, have big dips and blind corners. Excessive traffic will cause great danger to my children as well as joggers and senior citizens in our neighborhood.

The developer, Pat Mooberry has agreed not to open up our neighborhood at 80<sup>th</sup> st. if you will support it.

Please support our neighborhood on this matter. My children are now safe to play in our neighborhood, please don't make us move.

Very Truly Yours,

  
Bevan B. Alvey



GERALD BARTEK  
<gb65736@navix.net>  
>

To: council@ci.lincoln.ne.us, plan@ci.lincoln.ne.us  
cc:

Subject: Pinelake Neighborhood To City Council To Planning Commissioners

11/27/2001 06:36 AM  
Please respond to  
gb65736

We understand the Pine Lake area is to be annexed into the city in the near future. We are not opposed to the annexation but wish to be accepted into the city with the stub roads remaining closed.

We are very concerned about opening these stub roads into this close knit established neighborhood. We see no great benefit to the neighborhood or the city for these to be opened:

Vehicles wondering through our neighborhood is a safety concern and compromises our Neighborhood Watch Program.

With the stub roads open we have a security and liability problem at the lake with trespassers. With the stub roads closed, the west and north boundaries can be fenced to provide security for the lake.

The city and our neighborhood will benefit the most by the city holding the developers to building the connecting road from Edenton South to Highway 2.

Another area of development that is to impact our neighborhood, is the Hampton Office development south of the Pine Lake Neighborhood. In the grand scheme of things, Pine Lake Road is to be closed at Hwy 2. The west business traffic from the Hampton development will be dumped on Westshore Drive, a residential street. This is a great disservice to the families that live on Westshore Drive and is not necessary.

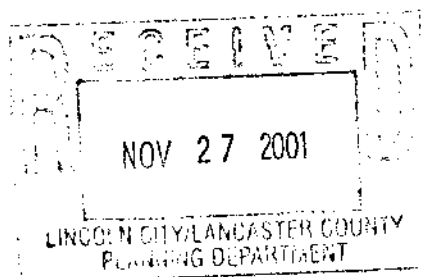
Pine Lake Road can be extended west past the fire station, where it used to be before Hwy 2 was rebuilt, and across the south end of our Pine Lake horse pasture and west to the north-south street connecting Edenton South to Hwy 2. Westshore Drive would not be a residential street serving an office development and Pine Ridge Lane stub road can remain closed.

With the acceptance of gated communities, we wish you to consider our limited access neighborhood as a successful alternative.

Thank you for your considerations in keeping our neighborhood a great place to live.

Gerald and JoAnn Bartek  
7820 Northshore Dr.

Questions? Please call 479-4618 489-7820



November 25, 2001

Jon Carlson, Planning Commissioner  
P.O. Box 83733  
Lincoln, NE 68501

Dear Mr. Carlson:

For over 35 years Pine Lake has been a self-sustaining community, built and maintained one hundred percent by its own membership. The neighborhood is essentially one large cul-de-sac and consequently, our streets are safe for joggers, pet walkers, senior citizens and children riding bikes, scooters or chasing balls from downward sloping yards.

The City Planning Department has approved a plat proposed by Pat Mooberry (Parker's Addition) creating a neighborhood directly to the North and adjacent to Pine Lake. The plat includes the building of the 80<sup>th</sup> St. through street that will channel traffic down Dougan Drive through the Pine Lake neighborhood. With the completion of the new Home Depot, Andermat mega-mall and Hampton triangle developments Pine Lake will be flanked by the largest mall and commercial development in Nebraska.

The traffic studies all indicate that upon completion of the mega-mall, Home Depot and Hampton triangle the minimum acceptable level of traffic service on Hwy. 2 will only be met with the completion of the southern city bypass. If the 80<sup>th</sup> St. stub road is opened it will provide a convenient short cut for over eight hundred and fifty (850) adjacent households to the immediate north of Pine Lake. Any traffic problems on Hwy. 2 or 84<sup>th</sup> St. would thus be avoided by conveniently cutting through the Pine Lake neighborhood. Our streets have a number of blind corners, steep drop offs, and physical barriers that simply cannot accommodate significantly higher traffic without extreme risk to children, joggers and walkers.

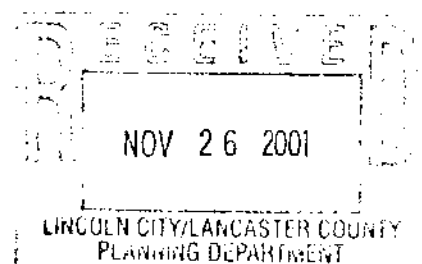
The comprehensive plan calls for the widening and moving of 84<sup>th</sup> St. and the building of a north-south (79<sup>th</sup>) street connecting Edenton South and Hwy. 2. These new or enhanced major arterials are designed to carry traffic away from neighborhoods. Neither of these roads has even been started! Consequently, the opening of 80<sup>th</sup> St. will cause a funneling of traffic through Pine Lake to the new developments. We understand and support the City's policy of open neighborhoods. Pine Lake residents would not be opposing the opening of our northern stub roads if we only had residential neighbors to our south. But instead we will have the largest concentration of retail shopping and services in Nebraska. Certainly the open neighborhoods policy was never intended to place such a traffic burden on 131 families.

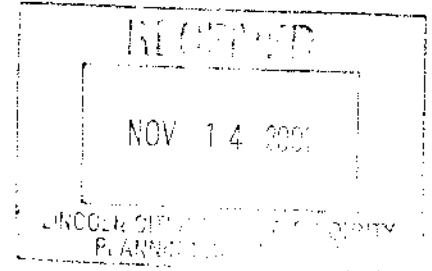
We would like our opening to the new Parker's Addition neighborhood to be a children's playground and connecting walking and biking paths. Mr. Pat Mooberry, the developer of the new Parker's Addition neighborhood, also supports our proposal to vacate the stub roads and build a playground connection.

Our families need your help and protection. Please don't let us down.

Sincerely,

Jeff & Lynn Jenkins  
6620 Westshore Drive





November 12, 2001

Planning Department  
Attn.: Greg Schwinn, Commissioner  
555 So 10<sup>th</sup> St, Room 213  
Lincoln, NE 68508

RE: Pine Lake Neighborhood

Dear Sir,

I think you already know my personal feelings regarding urban sprawl development in Lincoln. I write today specifically to voice my concerns about the damage you could allow to Pine Lake residents by punching Northshore and Dougan Drive streets through only to allow yet another access to Mr. Patrick Mooberry's proposed development. The city will gain a few rooftops, a few tax dollars and the city will be hurting one of it's pretty existing areas if you allow these streets to be opened.

The safety and beauty of Pine Lake for the children and all occupants will be irreversibly damaged.

Myself, and other Pine Lake residents must reluctantly tolerate the unnecessary new shopping mall, but how could you allow more residential housing when Vintage Heights now sits stagnant? Why sacrifice more green space and prairie for housing? Why put streets through Pine Lake when there are already 6 access streets into Edenton south and Edenton South Heights. Where is the logic in opening 2 more streets for 135 new homes when there are already 6 streets to access those homes?

I beg your consideration to deny Mooberry's proposal, especially pertaining to punching streets through Pine Lake.

Sincerely,

Craig A. Loeck



"Cathy"  
<cathy@silkey.com  
>

To: <plan@ci.lincoln.ne.us>  
cc:  
Subject: Stub roads in Pine Lake

11/19/2001 12:29 AM

We have lived in Pine Lake for over thirty years. We have watched it grow in the normal growth patterns one would expect in a neighborhood. But within the last year, the changes that are planned are absolutely ridiculous.

The only decent entrance to Lincoln from Hwy. 2 is now being destroyed with development on Hwy 2.

We now are expected to allow traffic that will pass all the traffic north of Pine Lake. Has anyone down there really thought about this?. Allowing more than 1000 families to be driving through this area is complete suicide.

I believe you will find most residents here are in opposition of opening 80th Street and North Shore Stub roads.

Sincerely,  
Cathy Nemeth  
8100 Northshore Drive  
Lincoln, NE 68516